CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY

C	OUNTRY			r ord per	orussian SSR)			RT NO.				
SI	UBJECT	Railroad Lines and Equipment in the RSFSR and Belorussian SSR				DATE	DISTR.		31 Mar	rch 19	154	
		nce mersenroted bus noton ent			•	NO.	OF PAGES		2			
	•.		· ·				REQUI	IREMENT NO.	RD	61	397	5
							DEEED	ENCES		O 1	.001	U
							KEI EK	LITCLO				
		;		· E		1100	1.44	engagn e	et .	:		
		•										
_							-					1
	٦.	The since	le tess	r Vhnem	mile (N EK E2	E to ta)	V	Y C		1 7 .		,
	4.	fitted w	ith a m	k Anrom odern e	pik (N 56-53, lectric block	system 1	- Kazan	- Moscow r	ailro	ad lin	e was	
		stations	were 8	20 7 /		he block	system :	in use is s	imila	r to t	hat	
)و ل ≕ ∪∪	000 meters. T	TIO DIOCE						
		on the B	erlin a	nd Hambi	000 meters. T urg elevated t	rain syst	ems.2					
	· :	on the B	erlin a	nd H amb i	urg elevated t	rain syst	ems.2				• -	
	2.	on the B	erlin a a new :	nd Hamb Soviet I	urg elevated t locomotive fit	rain syst ted with	ems.2	iving axles				
	2.	There was axles (S	erlin a a new s purachs	nd Hambo Soviet I en) that	urg elevated t	rain syst ted with ated capa	five dracity of	iving axles		two bo locom		
		There was axles (S) was used n	a new a purachs mainly	nd Hambo Soviet I en) that for long	urg elevated t locomotive fit t had an estim g_distance fre	rain syst ted with ated capa ight traf	five dracity of	iving axles 3,000 hp.	This	locom	otive	
		There was axles (S) was used r	a new a purachs mainly	nd Hambo Soviet I en) that for long	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit	rain syst ted with lated capa ight traf h radio t	five dracity of	iving axles 3,000 hp.	This	locom	otive	
		There was axles (S) was used r	a new a purachs mainly	nd Hambo Soviet I en) that for long	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit obably fitted	ted with lated caps ight traf h radio twith loud	five dracity of fic.3	iving axles 3,000 hp. es. The lo	This	locom	otive ad	2!]
		There was axles (S) was used r Shunting antenn	a new a purachs mainly locomomas and wes. Locomomes and wes.	nd Hambo Soviet I sen) that for long tives we were pro-	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit bbably fitted ra ves seen at th	ted with lated capa ight traff h radio twith louddio telep	five dracity of fic.3	iving axles 3,000 hp. es. The lose in wide	This comoti	locom ives h in shu	otive ad nting	2!]
		There was axles (S) was used r Shunting antenn	a new a purachs mainly locomomas and wes. Locomomes and wes.	nd Hambo Soviet I sen) that for long tives we were pro-	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit obably fitted	ted with lated capa ight traff h radio twith louddio telep	five dracity of fic.3	iving axles 3,000 hp. es. The lose in wide	This comoti	locom ives h in shu	otive ad nting	2!]
	3.	There was axles (Si wasused r Shunting antenn locomotive with radio	a new spurachs nainly locomonas and ves. Leio telep	nd Hambo Soviet I sen) that for long tives we were pro- scomotive phone fa	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit bbably fitted ra ves seen at th accilities.4	ted with lated caps ight traf h radio t with loud dio telep.	five dracity of fic.3 elephones we k railro	iving axles 3,000 hp. es. The lo s. ere in wide oad station	This comot:	locom ives h in shu fitte	ad nting	2!]
		There was axles (Si wasused r Shunting antenn locomotive with radio Marshalli	a new a purache mainly locomomas and relie to telepting yard	nd Hambo Soviet I sen) that for long tives we were pro- promotive phone fa	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit bbably fitted ra ves seen at th accilities.4 shunting stati	ted with lated caps ight traf h radio t with loud dio telep. e Khrompi	five dracity of fic.3 celephonelspeakers chones we k railre	iving axles 3,000 hp. es. The lo s. ere in wide oad station by spetlig	This comoting use in the comoting transfer in	ives h in shu fitte	ad nting d	2:]
	3.	There was axles (Si wasused r Shunting antenn locomotive with radio Marshalli	a new a puracha a new a puracha a new a locomo nas and a locomo nas a loco	nd Hambo Soviet I sen) that for long tives we were pro- promotive phone fa	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit bbably fitted ra ves seen at th accilities.4	ted with lated caps ight traf h radio t with loud dio telep. e Khrompi	five dracity of fic.3 celephonelspeakers chones we k railre	iving axles 3,000 hp. es. The lo s. ere in wide oad station by spetlig	This comoting use in the comoting transfer in	ives h in shu fitte	ad nting d	2!]
	3. [There was axles (S) was used r Shunting antenn locometry with radio Marshall: ef six to observed.	a new a purachanainly locomomas and ves. Le ing yarro eight	nd Hambo Soviet I en) that for long tives we were pro- promotive phone fa ds and a spotlig	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit bbably fitted ra ves seen at th accilities.4 shunting stati ghts mounted of	ted with lated capa ight traf h radio t with loud dio telep e Khrompi ons were n wooden	five dracity of fic.3 delephones well railred lighted masts all	iving axles 3,000 hp. es. The lo s ere in wide oad station by spotlig bout 30 met	This comot:	ives h in shu fittee	ad nting d ows	2!]
	3.	There was axles (S) was used of Shunting antenn locomotive with radio Marshall: ef six to observed.	a new a purachanainly locomomas and ves. Le io teleping yard eight vichi (l	nd Hambo Soviet I en) that for long tives we were pro- pocomotive phone fa a spotlig	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit bbably fitted ra ves seen at th accilities.4 shunting stati ghts mounted on E 33-55) - U	ted with lated capatight traff h radio t with loud dio telepe Khrompi ons were n wooden glovka (N	five dracity of fic.3 delephones well railred masts al	iving axles 3,000 hp. es. The lo s. Ere in wide oad station by spotlig bout 30 met E 33 -31)	This comot: use i were this ers hi	ives h in shu fitte Two r igh we	otive ad nting d ows re	2!]
· 有	3. [There was axles (S) was used of Shunting antended with radio Marshall of six to observed. The Borowas singitrack; the six to si	a new a purachamainly a locomomas and a locomo	nd Hambond For long tives were proposed to be and a spotling of the U 58-24, and a spotling o	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit bbably fitted ra ves seen at th acilities.4 shunting stati ghts mounted or , E 33-55) - U Jglovka - Bolo Rybinsk - Yaro	ted with lated capadight traff h radio t with loud dio telepe Khrompi ons were n wooden glovka (Ngoye (N 5	five dracity of fic.3 delephonelspeaker whones we k railrollighted masts all 58-14, 57-58. E	iving axles 3,000 hp. es. The lo s. Ere in wide oad station by spotlig bout 30 met E 33 -31) 34-05) lin	This comotifies use if were this. ers his railre e was	ives h in shu fittee Two reigh we	otive ad nting d ows re	25
	3. [There was axles (S) was used of Shunting antended with radio Marshall of six to observed. The Borowas single	a new a purachamainly a locomomas and a locomo	nd Hambond For long tives were proposed to be and a spotling of the U 58-24, and a spotling o	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit bbably fitted ra ves seen at th acilities.4 shunting stati ghts mounted or , E 33-55) - U Jglovka - Bolo Rybinsk - Yaro	ted with lated capadight traff h radio t with loud dio telepe Khrompi ons were n wooden glovka (Ngoye (N 5	five dracity of fic.3 delephonelspeaker whones we k railrollighted masts all 58-14, 57-58. E	iving axles 3,000 hp. es. The lo s. Ere in wide oad station by spotlig bout 30 met E 33 -31) 34-05) lin	This comotifies use if were this. ers his railre e was	ives h in shu fittee Two reigh we	otive ad nting d ows re	2
	3. 4.	There was axles (S) was used of Shunting antended with radio observed. The Borowas singitrack; the Molotov is the state of the six to be a singitrack; the molotov is the state of the six to be a singitrack; the molotov is the state of the	a new a purachamainly a locomomas and a locomo	Soviet I can be soviet I can b	urg elevated to loccomotive fit to had an estimate gedistance freme the fitted with the bably fitted representation of the fitted with the second statistics. A shunting statistics are generally for the fitted with the second statistics and the second statistics are generally for the fitted with the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the second statistics are generally for the second statistics and the seco	ted with lated capadight traff h radio t with loud dio telepe Khrompi ons were n wooden glovka (Ngoye (N 5	five dracity of fic.3 delephones whones we k railred masts all 158-14, 17-58, E ie was si	iving axles 3,000 hp. es. The lo s. The lo sere in wide oad station by spotlig bout 30 met E 33 -31) 34-05) lin ingle-track	This comotion use if were this. ers his railre e was ; and	ives h in shu fittee Two reigh we ad lin doubl the K	otive ad nting d ows re ne e- irov	2:] -
	3. 4.	There was axles (S) was used remarked r	a new a purachs a new a purachs a new a purachs a new	d Hambi Soviet I en) that for long tives we were pro- comotive phone fa ds and a spotlig V 58-24, c; the U goye - F uble-tra	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit bobably fitted ves seen at th acilities.4 shunting stati ghts mounted of Jglovka - Bolo Rybinsk - Yaro ack. many,	ted with lated caps ight traf h radio t with loud dio telep e Khrompi ons were n wooden glovka (Ngoye (N 5 slavl lin	five dr. acity of fic.3 selephone shones w. k railre lighted masts al 58-14, 67-58, E	iving axles 3,000 hp. es. The lo s. ere in wide oad station by spotlig bout 30 met E 33 -31) 34-05) lin ingle-track Khrompik -	This comot: use i were hts. ers hi railre e was ; and Kazar	ives h in shu fitted Two reigh we could like the K:	ad nting d ows re ne e- irov	2:] -
· · · · · · · · · · · · · · · · · · ·	3. 4.	There was axles (Sp was used of Shunting antendal with radio observed. The Borow was single track; the Molotov of the war ailroad Oder lines.	a new a purachs mainly locomonas and locomon	d Hambi Soviet I en) that for long tives we were pro- comotive chone fa as and a spotlia V 58-24, c; the U gove - F uble-tra to German as single	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit bobably fitted ves seen at th acilities.4 shunting stati ghts mounted of Jglovka - Belo Rybinsk - Yaro ack. many, le-track, whill gack. There w	ted with lated caps ight traf h radio t with loud dio telep e Khrompi ons were n wooden glovka (Ngoye (N 5 slavl lin	five dr. acity of fic.3 selephone shones w. k railre lighted masts al 58-14, 67-58, E se was si	iving axles 3,000 hp. es. The lo s. ere in wide oad station by spotlig bout 30 met E 33 -31) 34-05) lin ingle-track Khrompik -	This comot: use i were hts. ers hi railre e was ; and Kazar k - Fr	locom ives h in shur fitted Two reigh were and lin double the Kr - Moorrankfur	otive ad nting d ows re ne e- irov scow	
1. (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	3. 4.	There was axles (S) was used remarked r	a new a purachs mainly locomonas and locomon	d Hambi Soviet I en) that for long tives we were pro- comotive chone fa as and a spotlia V 58-24, c; the U gove - F uble-tra to German as single	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit bobably fitted ves seen at th acilities.4 shunting stati ghts mounted of Jglovka - Belo Rybinsk - Yaro ack. many, le-track, whill gack. There w	ted with lated caps ight traf h radio t with loud dio telep e Khrompi ons were n wooden glovka (Ngoye (N 5 slavl lin	five dr. acity of fic.3 selephone shones w. k railre lighted masts al 58-14, 67-58, E se was si	iving axles 3,000 hp. es. The lo s. ere in wide bad station by spotlig bout 30 met E 33 -31) 34-05) lin ingle-track Khrompik - rest-Litovs	This comot: use i were hts. ers hi railre e was ; and Kazar k - Fr	locom ives h in shur fitted Two reigh were and lin double the Kr - Moorrankfur	otive ad nting d ows re ne e- irov scow	
	3. 4.	There was axles (Sp was used of Shunting antendal with radio observed. The Borow was single track; the Molotov of the war ailroad Oder lines.	a new a purachs mainly locomonas and locomon	d Hambi Soviet I en) that for long tives we were pro- comotive chone fa as and a spotlia V 58-24, c; the U gove - F uble-tra to German as single	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit bobably fitted ves seen at th acilities.4 shunting stati ghts mounted of Jglovka - Belo Rybinsk - Yaro ack. many, le-track, whill gack. There w	ted with lated caps ight traf h radio t with loud dio telep e Khrompi ons were n wooden glovka (Ngoye (N 5 slavl lin	five dr. acity of fic.3 selephone shones w. k railre lighted masts al 58-14, 67-58, E se was si	iving axles 3,000 hp. es. The lo s. ere in wide bad station by spotlig bout 30 met E 33 -31) 34-05) lin ingle-track Khrompik - rest-Litovs	This comot: use i were hts. ers hi railre e was ; and Kazar k - Fr	locom ives h in shur fitted Two reigh were and lin double the Kr - Moorrankfur	otive ad nting d ows re ne e- irov scow	
	3. 4.	There was axles (Sp was used of Shunting antendal with radio observed. The Borow was single track; the Molotov of the war ailroad Oder lines.	a new a purachs mainly locomonas and locomon	d Hambi Soviet I en) that for long tives we were pro- comotive chone fa as and a spotlia V 58-24, c; the U gove - F uble-tra to German as single	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit bobably fitted ves seen at th acilities.4 shunting stati ghts mounted of Jglovka - Belo Rybinsk - Yaro ack. many, le-track, whill gack. There w	ted with lated caps ight traf h radio t with loud dio telep e Khrompi ons were n wooden glovka (Ngoye (N 5 slavl lin	five dr. acity of fic.3 selephone shones w. k railre lighted masts al 58-14, 67-58, E se was si	iving axles 3,000 hp. es. The lo s. ere in wide bad station by spotlig bout 30 met E 33 -31) 34-05) lin ingle-track Khrompik - rest-Litovs	This comot: use i were hts. ers hi railre e was ; and Kazar k - Fr	locom ives h in shur fitted Two reigh were and lin double the Kr - Moorrankfur	otive ad nting d ows re ne e- irov scow	2t
· · · · · · · · · · · · · · · · · · ·	3. 4.	There was axles (Sp was used of Shunting antendal with radio observed. The Borow was single track; the Molotov of the war ailroad Oder lines.	a new a purachs mainly locomonas and locomon	d Hambi Soviet I en) that for long tives we were pro- comotive chone fa ds and a spotling V 58-24, c; the U gove - F uble-tra- to German Kazan.	urg elevated to locomotive fit that an estim gedistance fremere fitted with shall be seen at the shunting stating stating to mounted on the seen at the shunting stating stati	ted with lated capatight traff haradio twith loud dio telepter Khrompi ons were nawoden glovka (Ngoye (Ngoye (Ngoye the Mosere short	five dracity of fic.3 delephones who have all fighted masts all forms the was simple forms the was simple forms.	iving axles 3,000 hp. es. The lo s. ere in wide oad station by spotlig bout 30 met E 33 -31) 34-05) lin ingle-track Khrompik - rest-Litovs -track line	This comot: use i were hts. ers hi railre e was ; and Kazar k - Fr	locom ives h in shur fitted Two reigh were and lin double the Kr - Moorrankfur	otive ad nting d ows re ne e- irov scow	
	3. 4.	There was axles (Sp was used of Shunting antendal with radio observed. The Borow was single track; the Molotov of the war ailroad Oder lines.	a new a purachs mainly locomonas and locomon	d Hambi Soviet I en) that for long tives we were pro- comotive chone fa ds and a spotling V 58-24, c; the U gove - F uble-tra- to German Kazan.	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit bobably fitted ves seen at th acilities.4 shunting stati ghts mounted of Jglovka - Belo Rybinsk - Yaro ack. many, le-track, whill gack. There w	ted with lated capatight traff haradio twith loud dio telepter Khrompi ons were nawoden glovka (Ngoye (Ngoye (Ngoye the Mosere short	five dracity of fic.3 delephones who have all fighted masts all forms the was simple forms the was simple forms.	iving axles 3,000 hp. es. The lo s. ere in wide oad station by spotlig bout 30 met E 33 -31) 34-05) lin ingle-track Khrompik - rest-Litovs -track line	This comot: use i were hts. ers hi railre e was ; and Kazar k - Fr	locom ives h in shu fitted Two reigh we and lin doubl the K:	otive ad nting d ows re ne e- irov scow	
,	3. 4.	There was axles (Sp was used of Shunting antendal with radio observed. The Borow was single track; the Molotov of the war ailroad Oder lines.	a new a purachs mainly locomonas and locomon	d Hambi Soviet I en) that for long tives we were pro- comotive chone for spotling 1 58-24, c; the U goye - F uble-tra to German Kazan.	urg elevated t locomotive fit t had an estim g_distance fre ere fitted wit bobably fitted ves seen at th acilities.4 shunting stati ghts mounted of Jglovka - Belo Rybinsk - Yaro ack. many, Le-track, whill cack. There w	ted with lated capatight traff haradio twith loud dio telepter Khrompi ons were nawoden glovka (Ngoye (Ngoye (Ngoye the Mosere short	five dracity of fic.3 delephones who have all fighted masts all forms the was simple forms the was simple forms.	iving axles 3,000 hp. es. The lo s. ere in wide oad station by spotlig bout 30 met E 33 -31) 34-05) lin ingle-track Khrompik - rest-Litovs -track line	This comot: use i were hts. ers hi railre e was ; and Kazar k - Fr	locom ives h in shu fitted Two reigh we and lin doubl the K:	otive ad nting d ows re ne e- irov scow	25

- 2 -

25X1 1. Comment. Khrompik, 44 km west of Sverdlovsk, is on the double-track line Sverdlovsk - Kirov - Moscow and not on the single-track line Sverdlovsk - Kazan - Murom - Moscow.

25X1 Comments.

- 2. The equipment of the single-track line with this modern block system would make it possible to dispatch trains at a density of about 1,000 meters in one-way traffic. However, since it must be assumed that a sufficient number of passing sidings are available, the existence of the block system considerably increases the capacity of the Sverdlovsk Kazan Moscow single-track line for two-way traffic.
- 3. The locomotive mentioned may have been a type FD locomotive. According to information available to this office, this type of locomotive has an operating weight of 135 tons, a speed of 85km per hour, a maximum performance of 2,600 hp, and an overall length of 28.97 meters.
- 4. This report confirms statements in the Soviet press on the introduction of radio telephones for railroad operations.
- 5. According to information available to this office, double-track line sections in existence near Kazan include the Kukmor Koinsar and the Korsa Cherkurcha Raz. (sic) line sections northeast of Kazan and the Yudino Zelenyy Dol section west of the city.

CONFIDENTIAL/CONTROL - U.S. OFFICIALS ONLY